

WHAT IS CLAIMED IS:

1. A steering device for vehicles having a pair of wheels which can be steered freely as a function of the current driving state of the vehicle or whose steered position can
5 be locked by means of an electronically actuatable locking device, having an electronic control device and having sensors which are connected to the electronic control device and have the purpose of monitoring current driving state values, with the electronic control device actuating the
10 locking device when a minimum velocity of the vehicle is exceeded, in such a way that the steered position of the pair of wheels is locked, characterized in that driving state values which characterize critical driving situations are additionally stored in the electronic control device
15 (15), in that the steered position of the pair of wheels (6, 7) is locked in critical driving situations, and in that, after a critical driving situation, the locking device (22) does not release the pair of wheels (6, 7) again until predefined critical driving state values are undershot at
20 least for a predefined period of time.

2. The steering device as claimed in claim 1, characterized in that combinations of driving state values which characterize critical driving situations are stored in the electronic control device (15).

25 3. The steering device as claimed in claim 1, characterized in that critical driving situations are assumed to be present when the vehicle (1) tends to oversteer.

4. The steering device as claimed in one of claims 1 to 3,
30 characterized in that the period of time is 3-5 sec.

5. The steering device as claimed in one of claims 1 to 4, characterized in that the electronic control device (15) is integrated into an electronic driving stability system, with the activation of the locking device (22) being possible at the same time as an engine torque intervention or braking intervention which is controlled by the driving stability system.

6. The steering device as claimed in one of claims 1 to 5, characterized in that the wheels (6, 7) of the pair of wheels are arranged on opposite sides of the vehicle (1), in that each wheel (6, 7) of the pair of wheels has a steering lever (18, 19) which are connected to one another in an articulated fashion by means of a track rod (20).

7. The steering device as claimed in claim 6, characterized in that the locking device (22) acts on one of the two steering levers (18, 19).

8. The steering device as claimed in claim 6 or 7, characterized in that one of the two steering levers (18, 19) has a locking lever (21) which lengthens the steering lever (19), and the locking device (22) acts on the locking lever (21).

9. The steering device as claimed in one of claims 1 to 8, characterized in that the locking device (22) can be activated pneumatically.

10. The steering device as claimed in one of claims 1 to 8, characterized in that the locking device (22) can be activated hydraulically.